



# Caltrans District 11

# District Address Goods Movement Contacts

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District 11 covers a two-county region along the United States border with Mexico, from coastal urban San Diego County east across the Imperial Valley to the state's border with Arizona. San Diego County (population 3,095,313) is represented by the San Diego Association of Governments (SANDAG). Imperial County (population 174,528) is one of the six counties represented by the Southern California Association of Governments (SCAG), the nation's largest metropolitan planning organization, and the Imperial County Transportation Commission (ICTC).

# **TRUCKING**

All major highways in District 11 are used for goods movement, connecting urban areas, warehousing, Port of San Diego, and international land ports of entry (POE) with interstate routes north and east.

Major East-West Routes

I-8 (from coastal San Diego to the Arizona border), SR 76, SR 78, SR 94, SR 98, SR 905 (Otay Mesa Rd.)

Major North-South Routes

I-5 (Mexican border north across San Diego County to entire West Coast), I-15 (to the Canadian border), I-805, SR 79, SR 86, SR 111, SR 115, SR 125, SR 163

Routes Primarily Connecting International Crossings SR 7, SR 11, SR 186, SR 188

# **Trucking Issues**

- POE facilities and routes are severely congested with predicted increases in truck traffic; wait times for trucks at Otay Mesa POE can exceed two hours.
- U.S. and Mexico recently signed agreements to facilitate long-haul, cross-border trucking between the two countries; trade with Mexico expected to increase; independent truck drivers and the International Brotherhood of Teamsters have concerns over unsafe Mexican trucks.

# **RAIL LINES**

Two Class I railroads operate in District 11: Union Pacific (UP) Railroad and Burlington Northern Santa Fe (BNSF) Railway.

# BNSF Railway and Union Pacific (UP) Railroad

 BNSF serves the Port of San Diego providing primarily automobile rail service north and south along the coast, interfacing in Los Angeles with a primary California freight rail corridor for

- BNSF the Transcontinental (Transcon) Route eastward to Chicago, Memphis, and Kansas City.
- UP serves the Imperial Valley region near Plaster City, moving commodity, bulk, and mixed cargo eastward to Chicago, Kansas City, New Orleans, and St. Louis on the former Southern Pacific Sunset Route, a primary California freight rail corridor.

#### **Short Line Railroads**

Carrizo Gorge Railway, Inc. (CZRY) operates 114 miles of freight lines in California and Mexico. CZRY connects to UP and BNSF at Plaster City (Imperial County) and at San Ysidro and Tecate Ports of Entry. Forty-four miles are in Mexico between Tijuana and Tecate, Baja California. Liquefied petroleum gas (LPG), construction products, and barley are the main commodities transported.

San Diego and Imperial Valley Railroad (SDIY) provides connections with BNSF, UP, and (in Mexico) CZRY. SDIY operates freight service from El Cajon to a San Diego connection with BNSF, as well as to a San Ysidro connection with CZRY. SDIY meets UP in Plaster City via the CZRY. Major commodities transported include propane, petroleum gas, corn syrup, malt, and wood pulp.

**Pacific Sun Railroad (PSRR)** operates 62 miles of track in San Diego County. Interfaces and trackage rights with BNSF are at Stuart Mesa, serving customers near Escondido, Miramar, and San Onofre. PSRR transports corn, soy, lumber, plastic pellets, beer, paints, and recyclables.

#### **SEAPORTS**

#### Port of San Diego

 Location is approximately 96 miles southeast of Los Angeles and a few miles north of the U.S.-Mexico international border.

- The Port of San Diego ranks 123<sup>rd</sup> in the U.S. for total trade (imports & exports). One of the top 30 U.S. containership ports, bringing in nearly 3,300,000 metric tons of cargo per year, including automobiles and produce.
- Two major cargo facilities Tenth Avenue Marine Terminal and National City Marine Terminal – handle container, dry bulk, liquid bulk, refrigerated, vehicle, breakbulk, and construction project cargo.
- Cruise lines and waterfront development are lucrative industries for the Port of San Diego.

#### **Naval Base San Diego**

- This West Coast naval "megaport" is home to one-third of the Pacific Fleet.
- The U.S. Navy and other military operations support a large share of the economy in District 11. The Port of San Diego serves as one of 17 "strategic ports" across the country, designated by the Defense Department to load and offload military equipment.

# **LAND PORTS OF ENTRY**

- Otay Mesa POE (SR 905) The Otay Mesa POE is the second busiest commercial POE on the U.S.-Mexico border and the busiest in California. The POE handles approximately 1.4 million trucks and \$20+ billion worth of goods in both directions annually.
- Otay Mesa East POE and State Route 11 (SR 11).
   A new POE project (\$722.4 million) scheduled to open in 2015 to add border crossing capacity; will include 2.1 miles of a new, four-lane tolled highway (SR 11).
- Tecate POE (SR 188). Near SR 94, the POE is located in rural San Diego County and has recently been updated to process truck, pedestrian, and passenger traffic.
- Calexico West POE (SR 111). The most important non-commercial POE in Imperial County with significant auto and pedestrian activity. U.S. Customs and Border Protection plan to expand this POE immediately east of the current location within downtown Calexico.
- Calexico East POE (SR 7). Serves nearly all the international truck traffic crossings in Imperial County. SR 7, the POE access highway, was constructed in two phases in 1996 and 2005.
- San Ysidro POE (I-5). Between San Diego and Tijuana, this POE is considered the busiest in the western hemisphere. The San Ysidro POE does not process commercial vehicles.

 Andrade POE (SR 186). Near I-8 and Yuma, Arizona, this rural POE has minimal freight.

# AIR CARGO AIRPORTS

## San Diego International (SAN)

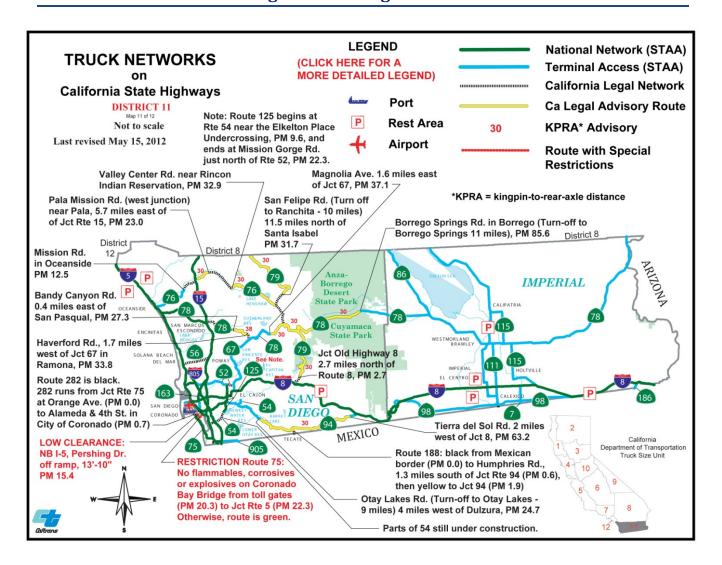
- Ranked 37<sup>th</sup> nationally, carrying 115,378 metric tons of cargo per year.
- A central location in the San Diego Harbor near downtown and adjacent residential areas severely limit expansion, and attempts at relocation have failed.
- Competition from nearby international airports (Los Angeles, Ontario, and San Bernardino) has hampered air cargo growth.

#### **Other Airports**

- The Regional Aviation Strategic Plan has championed two airports for air cargo growth in the Otay Mesa area: Brown Field Municipal and Tijuana International.
- Calexico, adjacent to SR 111 and SR 98, offers customs service near the UP Railroad and international border. Freeways are not congested. Although not a major cargo airport, Calexico has capacity to expand.

# TRADE CORRIDORS IMPROVEMENT FUND (TCIF) SUPPORTED PROJECTS

- SR 905; SANDAG
- SR 11/Otay Mesa East POE; SANDAG
- Bay Marina Drive Grade-Separated Improvements; Port of San Diego
- 10<sup>th</sup> Avenue Grade Separation Improvements; Port of San Diego
- 32<sup>nd</sup> Street at Harbor Drive Grade Separation; Port of San Diego
- Civic Center Drive at Harbor Drive and I-15 (roadway realignments); Port of San Diego
- National City Marine Terminal Improvement (Wharf Extension); Port of San Diego
- Southline Rail Improvements Yard Expansion;
   SANDAG
- Southline Rail Improvements Mainline Improvements; SANDAG
- SR 78/111 Brawley Bypass (construction of an eight-mile, four-land divided expressway from SR-86 north of Brawley to 1.5 miles south of the eastern junction of SR-111 and SR-78 in Imperial County); Imperial Valley Association of Governments.



# **SOURCES AND ADDITIONAL INFORMATION**

California Air Resources Board and Business, Transportation & Housing Agency (Goods Movement Action Plan); <a href="http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf">http://www.arb.ca.gov/gmp/docs/gmap-1-11-07.pdf</a>

California Department of Transportation (Caltrans), District 11; http://www.dot.ca.gov/dist11/.

Caltrans Corridor Mobility website, D-11 page; <a href="http://www.dot.ca.gov/hq/tpp/corridor-mobility/d11-page.html">http://www.dot.ca.gov/hq/tpp/corridor-mobility/d11-page.html</a>.

Caltrans Office of Truck Services; <a href="http://www.dot.ca.gov/hq/traffops/trucks/">http://www.dot.ca.gov/hq/traffops/trucks/</a>.

Future Ports; http://www.futureports.org/.

HDR Decisions Economics, Economic Impacts of Wait Times at the California–Mexico Border 2009 Update; <a href="http://www.dot.ca.gov/dist11/departments/planning/pages/planningproducts.htm">http://www.dot.ca.gov/dist11/departments/planning/pages/planningproducts.htm</a>.

Imperial County Transportation Commission; http://www.co.imperial.ca.us/IVAG/Default.htm.

Naval Base San Diego; <a href="http://cnic.navy.mil/SanDiego/">http://cnic.navy.mil/SanDiego/</a>.

San Diego and Imperial Valley Railroad (RailAmerica); http://www.railamerica.com/RailServices/SDIY.aspx.

SANDAG (including Otay Mesa East); http://www.sandag.org/index.asp?projectid=56&fuseaction=projects.detail.

Southern California Association of Governments (SCAG); http://www.scag.ca.gov/goodsmove/.